

CITY COUNCIL  
ATLANTA, GEORGIA

E 3

99- D-0291

AN ORDINANCE  
by Doug Alexander

M. Thomas  
Debi Starnes

*Clair Muller, Alicia H. Hore, Cathy Head, Cheta Haggler, Shirley E. Haggler*

**AUTHORIZING THE USE OF FUNDS DESIGNATED FOR THE SPRING STREET VIADUCT PROJECT AND RESIDUAL FUNDS FROM THE PURCHASE OF THE OLD GEORGIA POWER BUILDING LOCATED ON LOWER ALABAMA STREET S.W. TO BE COMBINED AND RESERVED FOR THE PURPOSE OF PROVIDING LOCAL MATCHING FUNDS TO BEGIN IMPLEMENTATION OF THE ATLANTA MULTIMODAL PASSENGER TERMINAL PROJECT AND FOR OTHER PURPOSES.**

WHEREAS the Multimodal Passenger Terminal (MMPT), *a.k.a.* "Atlanta Union Station," is a critical component of the proposed commuter and intercity passenger rail programs envisioned for the State of Georgia, and

WHEREAS the MMPT is "grand-fathered" into the Atlanta Regional Commission's Transportation Infrastructure Program (TIP) for only two (2) more years, and

WHEREAS if substantial progress is not shown on the MMPT in that two years, the project will be removed from the TIP by the U.S. Department of Transportation (USDOT) and will then be ineligible for federal funds, and

WHEREAS when the State legislature ~~refused~~<sup>used</sup> to appropriate them, the City of Atlanta ~~has~~<sup>identified and committed</sup> local matching funds in 1994 to enable the State of Georgia Department of Transportation (GDOT) to contract over \$8 million for the design of a Multimodal Passenger Terminal to be built downtown in the gulch between Spring and Forsyth Streets at the site of the original Union Station, and

WHEREAS, the Transportation Equity Act for the 21st Century ("EA-21") has set aside \$20.1 million dollars to begin implementation of the Atlanta Multimodal Passenger Terminal project, and

WHEREAS the TEA-21 funds require a local 20% local match to 80% federal dollars, and

WHEREAS the total cost for the MMPT is estimated to be \$200 million, including the building itself and related trackwork throughout the metro area, and

WHEREAS, the Spring Street Viaduct project was approved for construction under the 1994 General Obligation Bond issue, and

WHEREAS a total of \$3,421,450.00 remains from the 1996 General Obligation Public Improvement Bond Plan B, and a total of \$165,432 remains from the 1994 referendum General Obligation Bond for the completion of Phase II of the Spring Street Viaduct project, and

WHEREAS the purchase of the old Georgia Power Building was completed in 1996 to protect the property for the development of the MMPT, and that a total of \$169,486 remains in the fund/account/center designated for the purchase of that facility, and

WHEREAS, the State of Georgia Department of Transportation, per correspondence (attached as an exhibit), has agreed to fund the remainder of project costs for Phase II of the Spring Street Viaduct project, including rights of way and construction through the use of State Aid funds, and

WHEREAS, in lieu of the City of Atlanta completing the remainder of the work for Phase II of the Spring Street Viaduct project, a total of \$3,756,368 is available to the State of Georgia Department of Transportation for the purpose of funding part of the local matching requirement for the Atlanta Multimodal Passenger Terminal, and

*Committee*

WHEREAS the Bond Oversight ~~Board~~ *Committee* has approved this transaction, and

WHEREAS the City of Atlanta wishes to encourage ~~the~~ the completion of the Multimodal Passenger Terminal as the primary junction of all passenger rail routes envisioned to run throughout the State of Georgia by providing matching funds not only for the monies already earmarked, but for others that can be identified through USDOT.

NOW THEREFORE BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA as follows:

**Section 1:** That the Mayor is hereby authorized to remit to the appropriate agency (or agencies) of the State of Georgia an amount not to exceed \$8,756,368.07 for the purpose of providing local matching funds as necessary to support the implementation of the Atlanta Multimodal Passenger Terminal.

**Section 2:** That the funds identified in these bond-funded account centers:

1C37 774001 M22F041692BA	1996 Gen Ob. Imp. Bond Pt. B	\$8,421,450.00
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1C37 774001 M22F041692BA	Spring Street Viaduct	\$165,431.92
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Shall be reprogrammed and added to funds already in the following bond-funded account center number:

1C30 774001 Y11Q025792AE	Atl. Multimodal Passenger Term.	\$169,486.15
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and that all costs associated with the matching requirement be charged to and paid from the following bond funded account center, in the amount shown:

1C30 774001 Y11Q025792AE	Atl. Multimodal Passenger Term.	\$8,756,368.07
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**Section 3:** That all ordinances and part of ordinances in conflict herewith are hereby repealed.



# CITY OF ATLANTA

**BILL CAMPBELL**  
MAYOR

CITY HALL  
55 TRINITY AVENUE, S.W.  
ATLANTA, GEORGIA 30335-0300  
(404) 330-6100

April 29, 1997

**Mr. Wayne Shackelford, Commissioner**  
Georgia Department of Transportation  
2 Capitol Square, S.W. Room 102  
Atlanta, GA 30334

**SUBJECT:** Atlanta Multi-Modal Passenger Terminal (MMPT)

Dear Wayne:

Reflecting various conversations over the past few months between our staffs and Mr. McClinton, I am writing to propose a method for meeting the 20 percent local match provisions necessary to secure Federal funding to build the subject facility and its trackage modifications. In a nutshell, we propose to pledge our general obligation bond funds set-aside for the Spring Street Viaduct project (description attached) as our local matching funds for the proposed Atlanta Multi-Modal Passenger Terminal (MMPT). In exchange, we are requesting that your department use state funds to construct the Spring Street Viaduct.

*State to construct Spring St. viaduct*

According to your department's July, 1996 Multi-Modal Passenger Terminal status report, the proposed MMPT is estimated to cost \$174,737,150. The required twenty percent local matching funds would be roughly \$35 million. The first fiscal year start-up involves property acquisition; underpinning and utilities relocation; track work to relocate freight; site preparation; signal work; and a parking deck. This first phase has a cost estimate of \$61 million. The required twenty percent local matching funds would be \$12.2 million. The proposed partnership strategy can be used to commence work on the first phase of start up work for the proposed MMPT.

*20% match*

The Spring Street Viaduct is currently listed in the June 1995 ARC Transportation Improvement Program. Our local match is typically comprised of right-of-way acquisition, utility relocation and/or design. The Spring Street viaduct project has a total local matching fund share of \$16.6 million. Under our proposal, we would use as much as \$16.6 million in general obligation bond funds toward phase one construction for the proposed Atlanta Multi-Modal Passenger Terminal. In exchange, we are requesting that the Georgia Department of Transportation use state-aid toward the construction of the Spring Street viaduct project in a timely manner. It is our understanding that your department can place these projects on the state highway system temporarily in order to use state-aid for the required right-of-way acquisition.

*City to construct right-of-way, utility relocation, design. Phase I construction*

Wayne Shackelford

Page 2

April 29, 1997

I think we are in agreement on the crucial nature of this project to position Atlanta and, indeed, Georgia to once again step forward competitively in creative, innovative transportation solutions to fuel the region's and state's continued economic growth. The provision of the base infrastructure represented by the multi-modal facility for commuter rail and high speed inter-city rail links, especially given our air quality non-attainment status, makes this project a compelling priority for all of us. I am pleased that both the City and the Georgia Department of Transportation sent this project forward for ISTEA-2 consideration with this shared sense of priority.

We will need to elicit the railroad's support in this partnership in order to attain a positive outcome. Their willingness to apply their expertise and resources could rapidly advance our prospects to become more economically and environmentally competitive with others who are forming this kind of partnership, like Florida and North Carolina. I am certain that we are at a crossroads in the Atlanta region's economic and quality of life future. Transportation innovations and excellence have been our underpinning, and I believe that we are at a moment where the kind of surface transportation innovation symbolized in the MMPT is vital to our continuing competitiveness.

Please let us know if you agree with this approach, so that we can move forward with detailing the proposal and preparing the appropriate resolutions for Council action. Meanwhile, our staffs can begin working on a draft Memorandum of Understanding that covers details, schedules and budgets for the projects. If there are any questions or concerns, feel free to call me at 330-6100 or Commissioner Michael Dobbins at 330-6037. We are anxiously looking forward to your prompt reply to this initiative.

Sincerely,

Bill Campbell

Attachment

c: Emory McClinton  
Byron C. Marshall, COO  
Commissioner Michael A. Dobbins, Department of Planning, Development and  
Neighborhood Conservation  
Acting Commissioner John Griffin, Department of Public Works  
Fernando Costa, Director, Bureau of Planning  
Sandra Jennings, Director, Bureau of Transportation Services

**The proposed Atlanta Multi-Modal Passenger Terminal  
Project DPM-0011 (001), PI #770310, Fulton County  
City of Atlanta Project Listing  
Sources: June 1995 ARC TIP as amended September 25, 1996 and  
City of Atlanta General Obligation Bond status report January, 1997**

<u>Project</u>	<u>Federal Aid</u>	<u>Local Share</u>
PI 752086 & 752560 Spring Street Viaducts @ CSX RR and @ So RR	Bridge 118 Fund \$211,000 PE 1997	Phase I CST \$566,582 Phase II ROW & CST \$6.3 million Phase III PE, CST & ROW \$10.3 million



# Department of Transportation

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#2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

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August 14, 1997

The Honorable Bill Campbell  
Mayor, City of Atlanta  
55 Trinity Avenue, S.W.  
Atlanta, Georgia 30335-0300


Dear Mr. Campbell:

I appreciate the funding proposal for the Multi-Modal Passenger Terminal contained in your letter of April 29, 1997. I have been waiting for some indication from Congress on how reauthorization of ISTEA will address this issue.

It is apparent to me now that reauthorization will be delayed. Therefore, I am writing to accept your proposal. The final decision regarding this issue will have to come after we know the make up of the reauthorized surface transportation bill.

I appreciate your desire to move forward with providing for alternate modes of transportation and look forward to working with you in this endeavor. Please let me know if you have additional thoughts regarding this matter, and if you have any questions about this response.

Sincerely,

  
Wayne Shackelford  
Commissioner

WS:FLD:lmf

cc: Hon. Emory McClinton, DOT Board Member  
Mr. Michael Dobbins, City of Atlanta







SUBSTITUTE

**TAXABLE PENSION OBLIGATION REVENUE BOND ORDINANCE OF  
THE CITY OF ATLANTA, GEORGIA**

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**LARGE  
DOCUMENT  
ATTACHED**